

Results

Crash Reductions (Using 6.83 Year Before and After Periods)

Total Crashes:	46.3% Reduction	(From 41 crashes to 22 crashes)
Target Crashes*:	88.5% Reduction	(From 26 crashes to 3 crashes)
Target Injury Crashes:	91.7% Reduction	(From 12 crashes to 1 crash)
Target PDO Crashes:	85.7% Reduction	(From 14 crashes to 2 crashes)
AADT:	33.3% Increase	(From 18,000 vehicles to 24,000 vehicles)

* Target Crashes include all Lane Departure Crash Types during Wet road conditions.

The Treatment Location appears to have had a substantial decrease in both Total and Target Crashes from the before to the after period. By resurfacing the pavement the treatment strip appears to have had a dramatic reduction in the number and severity of Run-Off-Road Crashes. After the drainage was improved and the pavement was overlaid with skid-resistant materials, the number of Wet roadway crashes was reduced by 82 percent.

Location Photo Taken on November 14, 2005



For the complete project evaluation report and reports on other projects, please go to:
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation
Traffic Engineering and Safety Systems Branch
Traffic Safety Systems Management Section
Safety Evaluation Group

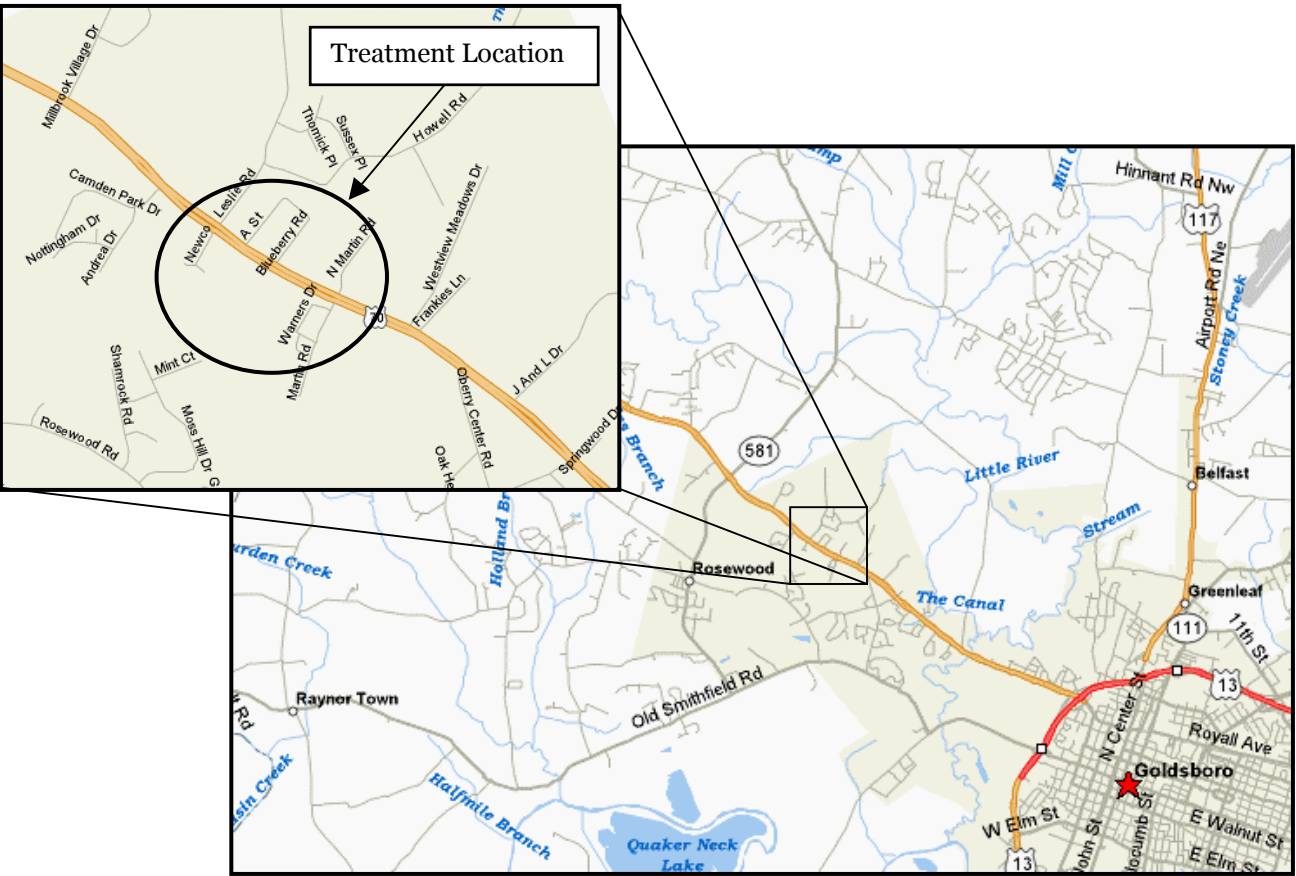
Evaluation of Spot Safety Project # 04-96-018

The Pavement Resurfacing along US 70 from
SR 1241 (Martin Rd) to SR 1327 (Leslie Rd)
In Wayne County

The subject location is located on US 70 within the City of Goldsboro. Traffic Engineering staff originally recognized this location as needing safety improvements because it had experienced 50 Total Crashes in the six year time period between September 1, 1990 through August 31, 1996. Of these, 24 crashes were Run-Off-Road Crashes and 29 crashes occurred during wet road conditions.

The spot safety project improvements consisted of wedging out flat areas of the pavement to create a crown and overlaying the pavement on the 0.72 mile section of westbound US 70 from Martin Rd to Leslie Rd. Warning signs stating “Slippery When Wet” and “Reduce Speed When Raining” were also placed along this section. The safety improvements were intended to alleviate the wet roadway lane departure crash pattern on westbound US 70 by improving drainage and eliminating standing water on the road.

The project was completed on April 28, 1998 at an estimated cost of \$80,000.



Before Period Collision Diagram

May 1, 1991 through February 28, 1998
(6.83 Years of Crash Data)
1994 ADT = 18,000

- 41 Total Crashes
- 29 Run Off Road Crashes
- 1 Head On Crash
- 1 Sideswipe Crash
- 4 Rear End Crashes
- 4 Angle Crashes
- 1 Fixed Object Crash
- 1 Animal Crash

- 26 Target Crashes*
- 12 Target Injury Crashes
- 14 Target PDO Crashes

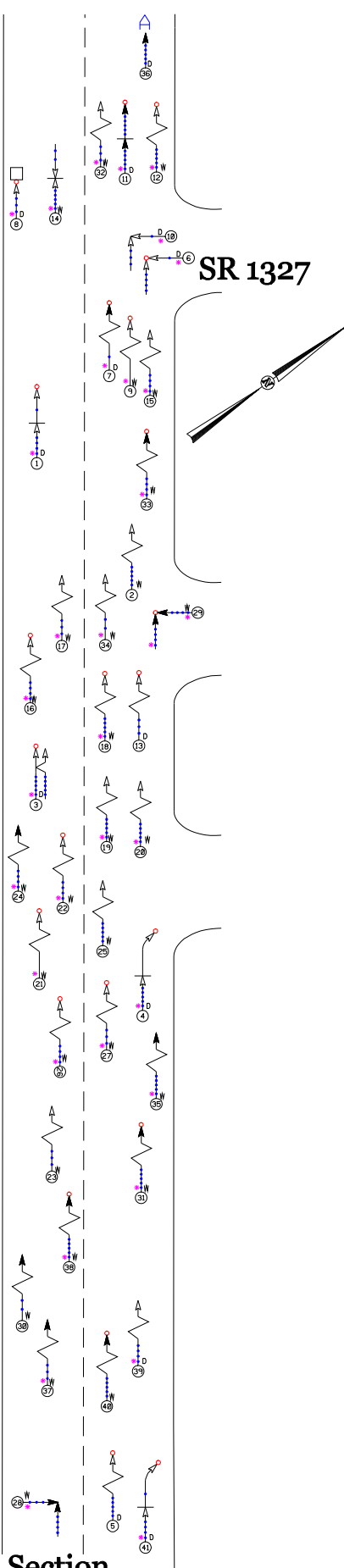
* Target Crashes are deemed correctable by the treatment. For this evaluation, Target Crashes include:
Lane Departure Crash Types
During Wet Road Conditions

**Note That the Eastbound Crashes were not included in the Collision Diagrams since the improvement only took place in the Westbound direction.

SR 1241

US 70 - 55 mph

0.72 Mile Section



After Period Collision Diagram

June 1, 1998 through March 31, 2005
(6.83 Years of Crash Data)
2001 ADT = 24,000

- 22 Total Crashes
- 5 Run Off Road Crashes
- 5 Sideswipe Crashes
- 1 Right Turn-Different Roadway Crash
- 4 Rear End Crashes
- 3 Angle Crashes
- 1 Fixed Object Crash
- 2 Left Turn-Different Roadway Crashes
- 1 Left Turn-Same Roadway Crash

- 3 Target Crashes*
- 1 Target Injury Crash
- 2 Target PDO Crashes

SR 1241

US 70 - 55 mph

0.72 Mile Section

